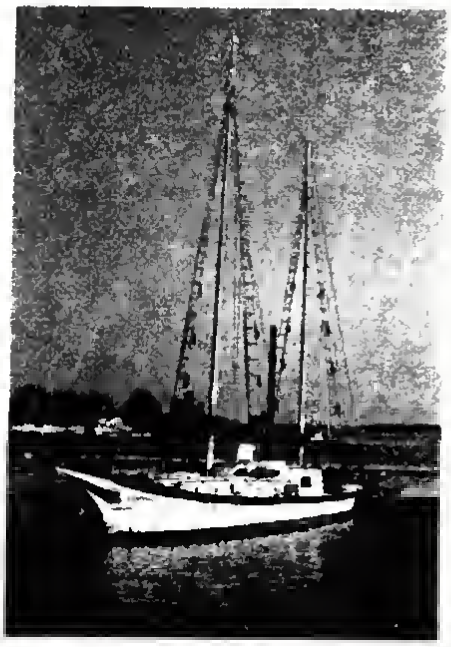
1990

THE BOTTLE SHIPWRIGHT

NO-2 VOL-8

JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA



more photos

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COVER PHOTOS by GEORGE PINTER

**********WELCOME BACK---GUY DEMARCO**********

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Shipa-in-Bottles Aesociation of America.Production and mailing are handled by unpaid volunteer membera of the association.The journal ia published quarterly and ia dedicated to the promotion of the traditional nautical art of building shipe in bottlea.

MEMBERSHIP in the Association is open to any person,regardless of ability aa a Ship-in-Bottle builder.For a membership application, please write the Memberahip Chairman-OON HUBBARD,P.O.BOX 550. CORONAOO CA. 92118 U.S.A. Annual dues are $15.00 for both North American and Overseas members.

ARTICLES and **PHOTOGRAPHS** for publication in THE BOTTLE SHIPWRIGHT ahould be eent to the Editor at;5075 FREEPORT DR.SPRINGHILL.PL 34606 U.S.A. Material which should be returned to the sender, ahould be clearly indicated.Every effort will be made to eafeguard auch material, but the Asaociation cannot be responsible for loss or damage.The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication.All your articles will be welcome.OEAOLINE for submission ie the second month of each quarter.

BACR ISSUES OF The Bottle Shipwright are available from Saul Bobroff, 31 Washington Street. Beverly,MA 01915.U.S.A.Cost ia $4.00 each and that includea postage.Please send check or money order payable to Saul Bobroff.

DECALS and **PATCHES** for tbe Ships-in-Eottles Asaociation of America are available from JIM OAVISON,1924 Wickham Ave. Royal Oak, MICH. 48073 U.S.A. Pleaae send check or money order,payable to James H.Oavison. The 4" embroidered patches are $3.00 each.The 3" decals with easy peel backing are $ 1.25 each or 2 for $ 2.00. JIH also has a 3" metal badge with our emblem available for $ 4.00.

COVER PHOTO- Left-the LIghthouae at the Museum,St.Michaels , Md.

Right-"Muetang" The last 5 log Brogan under sail.Built Saxis Va. 1907.

The Bottle Shipwright

** Volume 8. Number 2. ** ** TABLE of CONTENTS. **

********** A MESSAGE FROM THE PRESIDENT **********

Firet, our CONGRATULATIONS to Editor Ray Handwerker for the euperb job he did in turning out his first issue of THE BOTTLE SHIPWRIGHT after a long and difficult transition period.Our journal is now in good hands.So Thanks,Ray, for all of your good affort. And Thanks to all of you members who stood by during this difficult time for our Aseociation.

From time to time thers havs bean snggestione that the Administrativa ataff ba incraaaad. So I taka great plaaaura in announcing that Frank Skurka has been asked to serve as Vice President, and he has accepted,effective immediatsly.Frank is a long time membsr of the association and is ons of the men who wera instrumental in forming the first Chapter of the Aeeociation, The Long Ieland Chapter. Frank bringe to ths position, great enthusiase for and knowledge of the folk art which we all love and ara working to praaarva. **welcome,frank.**

Both Ray and Frank have long had the interests of the Association in their hearts and minds, so I'ae rsqussting that the members support their efforts in every way they can.

Wslcoms aboard to tha nsw msmbers;ws sncourags you to join in the activities of the Association by contributing to The Bottle Shipwright with articles, photos (best in Black and Whits) and yes Questiona if you have ons, as ws can find you hslp.

********** HI! THE BOTTLE..

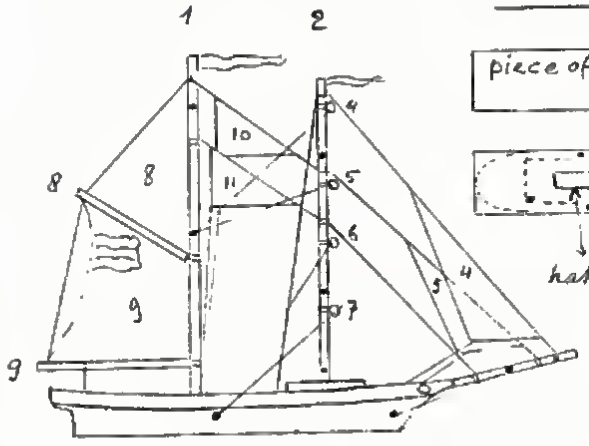
Jack

notice- WITH THIS ISSUE DUES ARE NOW DUE. (1990)

TNANK YOU!!!.

Material for the Editor should be sent to;
Ray.Handwsrker 5075 Frseport dr. Springhill , Fl. 34606. U.S.A.
And aa Jack etated if possibla send Black and White Photos.

BRIGANTINE

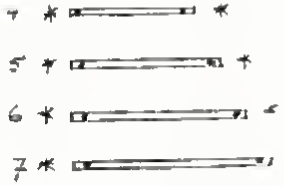


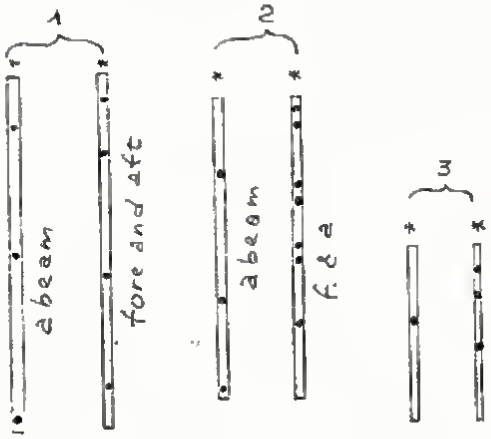
piece of wood 80 x 12 x 12 mm

hatches

deckhouse

YARDS



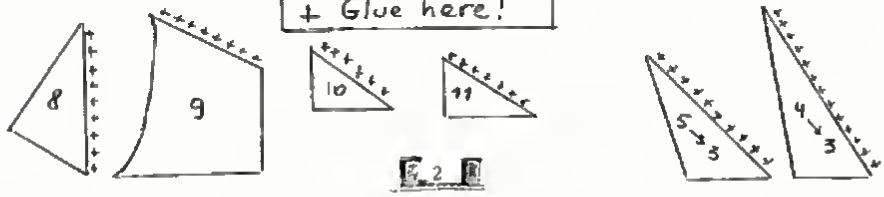


• or = are holes of 1 mm

* These tops shall be rounded off!

Simple model for beginners by B. de Jongste, the Hague.

+ Glue here!



The Search for the Elusive Perfect Bottle

by George Pinter

When I received the commission for the motor yacht, Double-O-Seven, the only specifics given to me were to "make it as big as you can", and that it have workable lights, if possible. Thus began an epic journey.

As with most experienced bottle modelers, I have accumulated quite a collection of interesting bottles over the years, all waiting for that day when they would house some magnificent piece. Most of these are quart/fifth gallon size. From time to time I have seen quite large antique bottles for sale, but now that I was in need of one, they were not to be found. All the bottle I located were either of poor glass quality or had very small relative neck openings. I did not want a neck so large that it resembled a mayonnaise jar, but on the other hand I needed a workable sized hole to reduce the seams required to construct the vessel.

At the SIBAA conference in Boston (1987), Ralph Preston exhibited a gorgeous model housed in a huge spherical flask. In addition to the clarity of the glass, I might add that it had a rather short neck with a substantial opening. I was so taken with this flask, I made it a point to inquire about its origin. Ralph told me that he had purchased it several years previously from a laboratory supply house in Philadelphia.

Not wanting to drive to Philly, I decided to obtain a flask locally. After all, I reasoned, Boston touts itself as a high technology region; surely there must be suppliers locally. This was a flawed assumption. Step one entailed going through the selection of phone books in the office at work. (Most big libraries sometimes have telephone book collections; also local phone companies offices may be able to help you here). I selected phone books from Boston and Providence, RI, and began a weary walk through the Yellow Pages.

One of the first things I learned was that many of the companies listed under the heading "Laboratory Equipment and Supplies) do not even deal in any sort of glassware.

The folks at Fisher Scientific were pleasant but had no large flasks. They suggested I call the Corning Glass Company in Corning, NY, and explain what I wanted. Corning could then supply me with the correct stock number of the particular flask selected. Since Corning does not sell to individuals, my next step would be to call Fisher Scientific, give them the stock number and they would order the special flask for me. There would be about 30-\35 days delivery time for this.

Finding another concern in the Boston area Yellow pages, I wondered where Vineland was; I had never heard of a Vineland, Massachusetts. As I spoke to the woman I asked her where Vineland was, and discovered it was in New Jersey. How in the heck did I dial a Boston number and reach Jersey? She explained that they have local phone numbers in most of the big cities and when any of these numbers are called, the connection is automatically switched to their office in New Jersey. Nice! She informed me that they did have a spherical glass flask about eleven inches O.D. They etch their logo on the glass, but I could order one without any markings. These flasks have an "unfinished" neck (whatever that means - she did not know either), and sell for just over $60.00 each plus shipping. She could ship immediately, but I was reluctant to spend $60.00 + and not know just what I was getting. So much for that. . .

Then I got another bright idea and called the woman in charge of the quality control lab at a place where I worked a few years earlier. She invited me to come down and look through her catalogs, and when I got there she had already begun to check on flasks for me. Unfortunately she only had catalogs from two places, and one of them was Fisher Scientific with whom I'd spoken earlier. However, she did have another company, Scientific Products, and their catalog, which sounds a bit like a military supply list, offered a "Flask, boiling, bottom round, short neck ring, Pyrex brand" available from 250 ML capacity up to a generous 22,000 ML. I decided to try for the 12,000 ML, which would be about 3 gallon capacity, and takes a "number eleven" stopper. Looking up stoppers in the catalog, I found that an eleven is 56 mm top diameter and 48 mm bottom diameter. When I called Scientific Products I was informed that 1) they do not carry anything larger than 250 ML in stock; 2) they do not sell to private parties, and 3) they sell in lots of 12 only. Three strikes. You're out!

Calling several other smaller companies in the Boston area netted the same results. One could put me in contact with yet another New Jersey number, same deal as before with the auto- switching business. This was Thomas Scientific. The woman I spoke to was very friendly and helpful. I learned that Thomas Scientific was formerly the Arthur H Thomas Company of Philadelphia - the place Ralph had mentioned. They had changed their name and moved to New Jersey. She said they had a 250 ML bottle - about 10 inches diameter. She would immediately send me specific literature on these flasks, and later under separate cover their complete catalog.

Next, I wondered about the possibility of having a bottle made. I began calling "glassblowers" listed in the telephone book. If you think SIB builders are a rare breed, try finding a real glassblower! Several people I called did not really blow glass, they hand craft glass items such as ships, animals, figurines, etc. However one company referred me to a glassblower in Brockton, MA. He was an elderly gentlemen, and quite sympathetic to my needs. He would like to help me, but. He said he could not blow as big a bottle as I needed because he did not have a large enough glass stock and would have to order a minimum of 100 pieces. He had various catalogs from different glass companies and said he would try to find any information that would be useful to me. I thanked him. He then suggested that I contact one of the local hospitals because they often have medicine shipped in large containers and they also use large bottles for mixing quantities of medicines. Many of these glass containers are discarded after use. Perhaps a hospital could supply my needs. I called one hospital and the lady I talked to did not know who I should talk to about discarded bottles. I decided to use hospitals only as a last resort.

Many years ago there were a number of prominent glass works in the southern part of Massachusetts. Pairpoint and Sandwich Glass are two well-known old names. I called the Cape Cod Glassworks, in Sandwich, MA. They couldn't help me at all. The man I spoke to said that he could blow a large bottle, but he didn't have a mold that big. Something that large requires a mold and most of these come from Germany. For the size bottle I required the mold would cost about $2,500.00. Ouch! The Pairpoint Glassworks of Sagamore, MA, couldn't help me either, but gave me the name of the Crystal Workshop, also of Sagamore.

The man at Crystal said he only repaired damaged items and suggested I call the New Bedford Glassworks. He had recently talked to them and they were making several large bottles on special order. He didn't know how many. I called information for the number but got two wrong numbers in a row including an auto glass place and a glass museum. However the latter place gave me the correct number for the New Bedford Glassworks, but that was another dead end. They had been querying the Crystal Glassworks to see if *they* could make the large bottles for one of their customers. Oh brother.

Contacting several bottle collectors and antique dealers including the wife of an old friend who had been in the antique business but no one knew of an antique place that dealt with old bottles.

I do have a nice cylindrical jug, probably about 3 gallons capacity. It came from an old "coal oil" stove, and I have been saving it for a large whaling scene (someday). The overall size was great, but the neck is a bit small. As the neck glass is quite thick I began contemplating grinding it out to enlarge the hole, but how long would *that* take? Think again.

After all the aggravation, I decided to call Thomas Scientific again. They had finally become my only hope. My Hungarian blood was boiling and my short fuse was burning down fast. Ma Bell must love me. Thomas was very helpful. They gave me the inside dimensions as well as the neck I.D. Even though I know that all bottles are not exactly alike at least I had some rough working dimensions. The flask cost $80.60, but since the order exceeded $50.00 I would not have to pay for the shipping.

Since there were design fabrications to work out I decided to spend the time waiting for the bottle by constructing a small (4 inch) mock up model to be sure that my sub-assembly ideas would work. I was surprised when UPS delivered the jug two days after my phone order. I was more than pleased, not only with the flask itself, but with the prompt delivery and with Thomas Scientific's customer service department.

Those of you who know me are aware that I am interested in just about everything. I really don't need another hobby. But, maybe one of these days I'll take up *glassblowing*. Do I have any customers?

Report on the Spanish Naval Museum - Madrid

by Don Hubbard

On a recent short stay in Madrid I heard about the relatively new Spanish Naval Museum located downtown near the world famous Prado art museum. If you ever visit that city be certain to add the Naval Museum to your itinerary. The Madrid public transportation system is well organized and you can easily get around by either bus or subway. I chose the underground and found the museum entrance practically across the street from the subway exit.

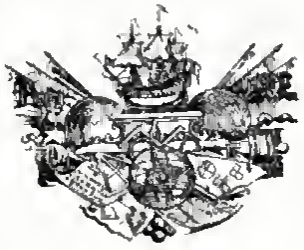
The museum is located on Paseo del Prado, in one corner of the Spanish Naval headquarters. It is open daily except Monday from 10:30 to 13:30 and there is no charge for admission. The displays are quite extensive and cover centuries of Spanish naval activity. Plan to arrive as close to the opening hour as possible to allow yourself time to examine all of the interesting artifacts and excellent models.

What about ships-in-bottles. I was fortunate to find a young English-speaking sailor and broached the question to him. After some thought he led me back to a display case near the entrance which housed three bottles, all of them appearing to date from the turn of the century (though no dates were given). The most impressive was a large jug, something over a gallon in size, which contained a diorama featuring six models in a port scene. Four of them were sailing vessels ranging from ship rigged to schooner, and two were archaic machinery propelled naval vessels (circa Spanish American War design).

While I was checking this display my young guide went in search of additional work. By his own admission he had never paid a great deal of attention to bottled models so the voyage of discovery belonged to us both. He returned to lead me into a roped off enclosure with a number of special display tables and walls of book cases. In these he had discovered eight additional works, again all dating from earlier in this century or before. It was of interest that two of the models were *broken* with only the lower portion and bases of the bottles intact though the models were undamaged. There was no explanation, but you can only guess that they had been brought to this condition by some catastrophe probably when they were already in a museum collection. The Spanish Civil War in the '30s might be the culprit since considerable portions of Madrid and other cities were leveled during the fighting, but it was interesting that they had been retained.

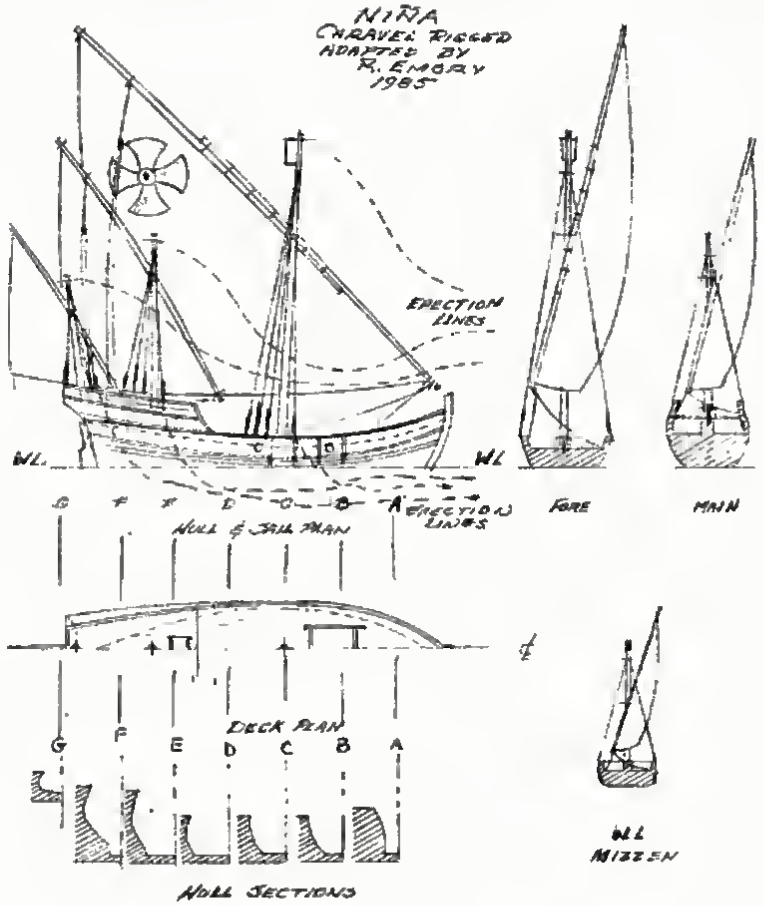
Aside from the bottled models the remaining displays are extensive and include details of battles, old original maps of the new and known world, many portraits of famous admirals and other naval luminaries, weapons in all categories, navigational instruments from every era, and other historical artifacts, including Mediterranean amphora and anchor stocks. And for the model builder and researcher there are well in excess of a hundred well-made models including three rare bone models made by prisoners. The latter are beautifully mad, and are housed in a single walk-around case which allows you a close-up look to appreciate the detail incorporated into the building.

With only three hours daily to examine the displays you will find, as I did, that one visit simply does not allow you to do justice to a country with a such a varied and lengthy naval history.



nina

The Nina as she left the Spanish Port of Palos. rigged as a Caravela Latina,(fore and Aft) After arriving in the Canaries, Columbus had her rig altered to a Caravela Redonda,(Square Rig).



Hull constructed in one piece.Hull and deck planked with shavings backed by tissue paper.Railing and railing caps are fine copper wire, thread and paper. Masts are bamboo, drawn to size and tapered. Shrouds installed in standard fashion.Important to consider with masts and shrouds is that they each have erection lines. On each mast,the forward shroud is forward of the mast base. These shrouds will be pulled snug and glued after mast is erected into possition by erection lines at the top of the mast. Sails are well worn,well washed ribbed sections of old handkerchiefs.Edges are lined with thread to indicate sail ropes.All paint was applied in several coats, well rubbed in. This gives an aged look to the model. Deck and wales are natural. Hull and railings are black.

FROM HOLLAND WITH LOVE !

A VOC-SHIP WILL LEAD SAIL '90.

VOC stands for "Verenigde Oostindische Compagnie", (United East India Company). Established in 1602 in Amsterdam.

Sail '90 is drawing near. From August 9 to August 14 Amsterdam will be visited again by hundreds of historic sailing ships. The flag-ship of SAIL '90 will be a replica of the "AMSTERDAM", the VOC-ship that was lost in 1749, West of Hastings, England.

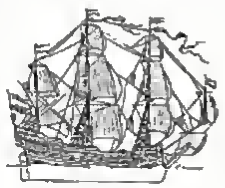
Sail Amsterdam, that is celebrated every five years, is a unique event. It starts with the Parade of Sail on the North Sea Canal when a great variety of windjammers will sail into the direction of Amsterdam. In total some hundreds of ships, among which luggers, windjammers, cutters, Thames barges, Dutch round- and flat-bottomed yachts, steamships in all sorts and sizes.

During this event they will anchor in the harbours of Amsterdam. On the program you also will find a "pieremachochel" trip, a very colourful procession of selfmade vessels in the canals of Amsterdam. There is also a mimic battle, the aquacorso, tens of steamboats decked with flowers and so on. Each "Sail-day" will be closed with a gigantic fireworks.

The foundation "SAIL AMSTERDAM" is financed by the municipality of Amsterdam and by industrial circles. A memento of SAIL '90 will be the new flag-ship "AMSTERDAM". This replica of the VOC-ship of the same name from 1749 will have as home-port Amsterdam and it will be a new attraction for the capital.

From a two centuries old construction model of the Maritime Museum a monumental ship has been built. The length of the ship is 42.5 meters and the height from keel to the top of the main-mast is 56 meters.

In order to complete the ship some 160,000 manhours over a period of 5 years were needed. The East-Indiaman has been built in the framework of a training project for prolonged unemployed young people. Building the AMSTERDAM costed 8.5 million guilders, which amount for the greater part was raised by government agencies and industrial circles.



To complete the ship a further 2.5 million guilders are needed and people can support the AMSTERDAM by buying shares in the new company "NV Oostindievaarder Amsterdam". Shares are sold in various values, viz. 100, 1000 and 5000 Guilder shares.

I hope to be able to submit drawings in the near future so that you can build an authentic east-Indiaman, the "AMSTERDAM" in a perfect bottle!

B. de Jongste, The Hague, Netherlands.

For assistance---- Write to;
G.Pinter 199 Elm St. Helifex,Me. 02338.

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I recently received e letter esking ebout sourcee for bottlee,perticulerly the lerge and or shepely bottlee so often seen in Bottle Shipwright photos.A simple enswer is;bottles ere where ever you find them.I heve purchesed bottles end decenters et yard seles end flee merkets (cheep too !) I have been known to pull to the side of the road to investigate e bottle seen lying in the weeds, end once I found one up on e roof I wee working on. It wes in good condition,cleaned up well end I was eble to uee it.

Friende or reletivee will elso be e source, if you let it be known thet you ere elweys looking for bottles to use in your modeling. Accept any and ell gifts for once end e while you will be treated to a greet bottle. I heve received some nice antique bottles this wey.

Antique dealers ere enother avenue to explore, but expect to pay a premium price for good old bottles.Sometimes you may be eble to etrike a reeeoneble bergin with en emicable dealer. Many entique bottles leeve much to be desired regerding gless quelity,but thet intriguing ehape or the oddball bottle thet appeele to e bottle collector juet might not be suiteble for a ship bottls.

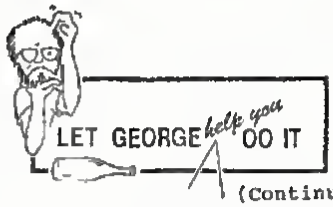
Another source is a friendly bartender.Ask if he would eeve empty bottles for you?.If he ie receptive to the idee. esk him if you (or he) could mark the bottoms of the bottlee you ere intereeted in.(felt merker or tepe).Be eure to check beck often, es you can't expect him to eccumulete e couple of cases eweiting your return.(A simple gift bottled ship will sometims soften the barkeeps ettitude towerd you).

A generel consensus among e number of bottlere I heve spoken to ,is the quelity of glass eppeers to be on e down-werd trend.Perhepe it is our imagination, perheps it is degenerating due to recycled glese,or efforts by menufecturere to cut costs.Or quite poeeibly it is simply due to our becoming more eelective in our quality peremeters for bottlee es our modsling ekills increese.

It must be remembered that with the edvent of mold-blown bottles, manufecturers were supplied with e (relatively) inexpensive way to peckage liquide.These bottles were never intended to be high quelity gless.

Some modelere heve bottlss custom blown for them, but this is out of the ordinary end can be rether expensivs. Hore ere turning to light bulbs, becauee of the higher quality/clerity of the gless.Cleer 1000 wett bulbe are nicely sheped if you cen get them.A good source ie en electricien or meinteinence mechenic who works in e lerge factory.Ask them to seve any bed bulbe for you. Sometimes when these bulbe burn out there is e splettering of molten metel (which cennot be removed) on the inside of the glass. The bulb is then rendered uselese.

Laboratory supply houses ere enother eource for high quelity gleee,but the ehepes ere limited to round or conical fleeks. Heny supply houses will eell to individuale. Regarding lerge bottles, the three most common (original use) bottlss thet come to mind are weter bottlee ueuelly 5 gellon size; "coal oil" or kerosene bottles from old etoves,ebout 3 gellon size; end some old apothecery or medicine bottles.



For aeeietance---- Write to;
G.Pinter 199 Elm St. Halifax,Ma. 02338.

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(Continued from page 8)

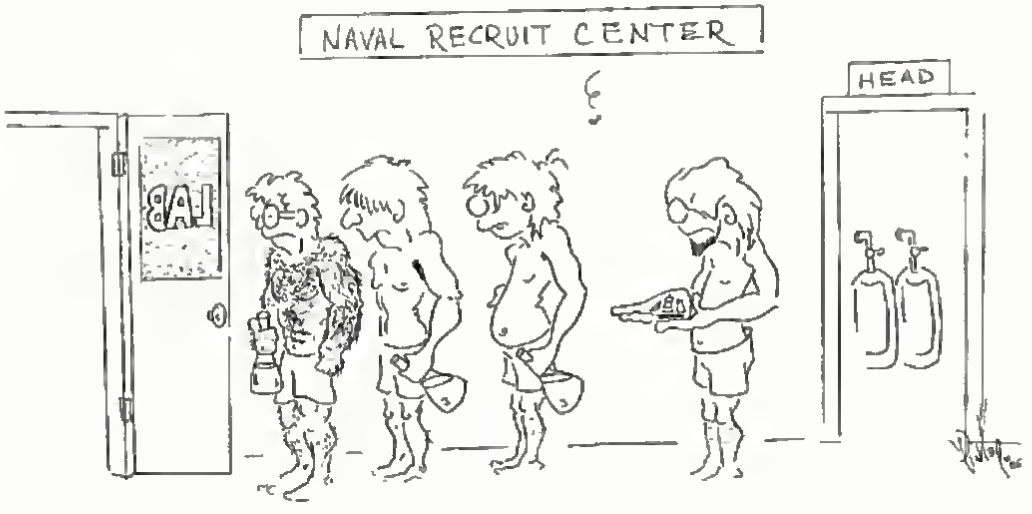
Any or all of these would best be found through antique dealers.

Recently I learned of a possible source of hand blown bottles from Europe,but these are not large in size and I do not know anything of there overall shape of quality.

And last but by no means least, try your local liquor store. He might sell liquors in bottles you are interested in. Ask him if he will post a sign advertising a deposit on the type of bottle you are interested in. A few dollars usually does the trick.

While we have not covered every source in this short article, it may have sparked your imagination to consider possible sources for bottles which may now have occurred to you.

HAPPY HUNTING!!!!!!.



A L L H A N D S
by Francis J. Skurka

Beginning with the next ieeue of this journal, the above feature will appear in all future iesues aa a regular column. The subject will be "All Hands" - you, the members. The format will be quite simple, you will have an opportunity to write your own autobiography and let the rest of the members know who you are and what it ia that you do that makea you special. In addition, you will be asksd to furnish a photograph eo that we can eee what you look like. When and if we ever meet, you won't be a strangsr.

At our conference in October, Ray Handwerker, George Pinter, Bill Westervelt and I had spent several hours late at night discuasing the day's events. One thing kept coming up; we had learned a lot from members that we had never met and found we aleo had a lot in common regarding things that had nothing to do with ehips in bottlee and it was thoroughly enjoyable! For example, I learned from Charlie Hand, who hails from Charleston, South Carolina, that he lived right down the etrset froa a hotel I had stayed in and that we had dinsd at eeveral of the same restaurants. We discussed his city and the effects of hurricane "Hugo", southern cooking and southern hoepitality. A discussion with George Pinter started out with "What do you do for a living?" and wound up in a convsrsation about rsfrigeration and air conditioning which led to "O.K., George - how do you clean old glaes?".

The point of all of this is that people are just aa intareeting (if not more eo) than things! So, we agreed that once Ray Handwerksr took over from Alex Bellinger as Editor, we'd include a "people" feature to add, what newspapermen call, "color" and "human interest". With members epread all over the world and ecattered to all pointe of the compass, we will probably never get to shake hande, lift a glass and share eea stories with each and every member. What we can do in this column is get to know each other a little bit better.

The concept is this: a questionaire will be sent to you, which will requast personal information that can be used to write a two to two and one half page article about you. Actually, it would bs better if you wrote it yourself. Tell us such things ae: Where were you born? What schoole did you attend? Where do you live? Wsre you in the service? What jobs have you heId? Are you married? Do you have children/grandchildren? What are your hobbies/intereste? What are your interests with regards to ships in bottles? Do you do anything special when building modele? In ehort, be informativs and don't "hide your light under a bushel"! A photograph of about 3" x 3" or similar would be nice - let's see your face too.

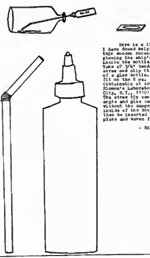
Ly function in this is to prepare your copy for publication; to edit as little as possible and get it ready for Ray to take to the printer. I intend to edit only as necessary. I realize that with four issues a year, it'll take 20-25 years to obtain a profile of everyone. I figure I have enough good years left to be able to get to at least half of you

and then after that someone else can give it his best shot.

Last year I submitted two obituaries; for George Dansky and Pete Bongo, men I knew and respected. Too bad the rest of you didn't know them. I wasn't happy doing those articles. This should be a lot of fun and it will be a pleasure editing your copy and presenting you to the rest of the crew. As the Captain said to the Mate ---

"Call all hands to muster!"

☆☆



Here is a little innovation I have found helpful in gluing a thin wooden recessed plate for gluing the ship's bottom to inside the bottle.
Take a 7 3/4" bendable plastic straw and clip it over the stopper of a glue bottle. It is a snug fit on the 8 oz. size of SOBO Glue (obtainable at craft shops or Slomon's Laboratories, Long Island City, N.Y., 11101)
The straw tip can be bent at any angle and glue can be applied without the danger of smearing the inside of the bottle. Putty can then be inserted to cover the plate and waves fashioned.

- Bill Johnston

FROM THE MEMBERS

JACK Kai-Cho (some people have all the luck) HINKLEY_ I guess ths only way to do this is Jacks owo words. "Did I ever have the day of my latsly lifs on Saturday.Thsre wss to be a military memorial servics in Pittsburgh on Saturdsy Morning. I recsived a call from the Msster-Chief-in-Charge at the local Cosst Guard Base,that the Cutter OSAGE,an inland bouy tender,was going to proceed to Pittsburgh for the event and I was being invitsd to go along.Hardly had we pulled away from the base, when the Master Chief gave me the controls and I took her up river (10-12) miles,until we had to lock up through a dam. What a time I had. And you may be sure thst this old Cosst Gusrder did SIBAA prood ,in handling that boat. Had some excellent chow on board as well. Oh! the ceremony ?. I wstched it from the bridge as the crsw wsre all involved on deck in dress blues et sl." Yss Jsck that low mumbliog sound you here is envy. Anyhow Thanks for answering that letter for me.

ALLAN B. CAMPBELL through Don Hubbard sent in his hint for better building. "I'Ve found thst by using a template taped to ths bottls snd buildiog the ocean around this perimeter,and than using a bead of silicone putty in ths hollow,you will never have to worry about the ship coming looss.You can yank on the ersoting thresds sll dsy snd only succeed in breaking the masts. I had zero tolerance in mast/inside dismeter and had to break the bottle to salvsge the ship. I had a smaller model that could havs been substituted,but ths putty sdhered to both glass and ship very well.Ths white putty also does a nice simulation of the movement of the ship through the water after compression forces ths sxcess up and around the perimetsr when ths ship is plsnted.

From sn unidentified builder who called Don Hubbsrd in January.If you recognize yourself,please drop me or Don a note for prqper crsdit. Making resin adhere to glsss can be dificult bscause the rssin shrinks back ss it cures.The solution lies in placing a few globs of Feathering Disk Adhesive (also known as tscky glue and used to attach sanding disks to sanding psds) to ths inside of the bottle. This glue does not dry but will firmly sttach to the glass surface Pour resin into the bottls so that it covers the glue, and your resin will remain in plsce when cured. (perhaps anothsr msthod would be to glue the ship/scenery to the bottle first with Elmers White cabinet makers glue first.Let it dry in plscs.Than pour your Casting resin. This is my method,and so fsr 12-15 years I hsve had no problem with shrinkage, Editor)
Another possibls solution would be to lst the shrinkage to occur, than pour white glue carefully sround the edge of the resin/bottle snd let dry completely befors sealing the bottle(Ed.)

JUZO OKADA through Don Hubbard-The japansss Ships-in-Bottles Association had SIX very successful public shows in 1989.Show sites were in Hakata,Kyoto,Ohgaki,Kobe,Tsu and Osaka.All were heavily attendsd by the Japansss public. I don"t know how you do it Juzo??? unless you bave a blue snd red cape with s big rsd "S" on it ,io one of your closets.All that work and yoo still manage to turn out a number of beautiful bottlsd ships,st the same time.At any rate Thsnk you for lstting me participate in the TSU city show. Msanwhile work continues on the large Ocesnsrium at the Osaka waterfront.It will includs a ship-in bottle museum which the Japanese SlBA will maintain and man.Unfortunately because of manpowsr shortagss the originsl dedication dste will be delsyed for at least ons mooth,snd is now scheduled for July of this ysar. Good luck from all of us.

FROM THE MEMBERS

WELCOME BACK GUY DEMARCO.for those of you who don't know who Guy is, He is the author of e book on S.I.B'e. approprietely nemed Shipe in Bottles.First publiehed in 1985 by Schiffer publishing Ltd. of Pe.of which I might add,he still has e few copies,eveileble to you et $10.00 per. including poetege. He will probably autogreph them for you if you ask. Oh! the addrese?? try P.O.Box 224 West Hempetead,N.Y. 11552.Guy wae also one of the people who helped found the Long Islend Chepter of S.I.B.A.A.along with Frank Skurka. He also had the dietinction of being one of the few people who could give me a migraine headache, and the frothing et the mouth mumbles.No !!!!!! Guy , I will not print your viewe on bottle neck ineide diametere.And as editor I DON'T have to. eo there!!!!! I knew I'd win some dey. Anyhow-I'am glad thet your personel problems are down to a dull roar,end welcome beck---- really. I will print your ramblings in the next iesue.

NOTICR+++ TO ALL MEMBERS WHO INTEND TO ENTER THE COAST OUARD SHOW!!!! GET YOUR APPLICATIONS IN **NOW!!!** AND LET ALEX KNOW IF YOU PLAN TO HAVE MIM ENTER YOUR MODELS FOR YOU.The deadline is JUNE 1st.1990. **elso !!**in the lest iesue I told you of e competition to be heId at the 1000 Ielande Shipyerd Museum in Clayton N.Y. on the 25th and 26th of August,1990 . It hes been canceled by the New Curator of the Museum.Seems he doeen't feel the Museum makes enough on the event. Guess it's a case of The buck etrikee here.Or as Bugs Bunny would sey "whet a maroon".

Charles (zippo) Hand is still hard et it. He hopee to heve the houee reconstructed in time for this years "mother nature olympice" the earthquake competition between South Caroline and Celifornia.You know of course that Celifornie, has a patent on eerthquakee. I'd like to come up Charles, but I have to wash the dog that day.What ever day you said that was.Ha! you went to eee dust,come to my houee.

Parker Lenley writee to let ue know that Glady's (who suffered a stroke) is progressing nicely, and though ehe etill tires eesily, ie doing better. All of us wish her a complete end epeedy recovery. Parker hae been asked to put on a dieplay at the Welland Museum in septembér,

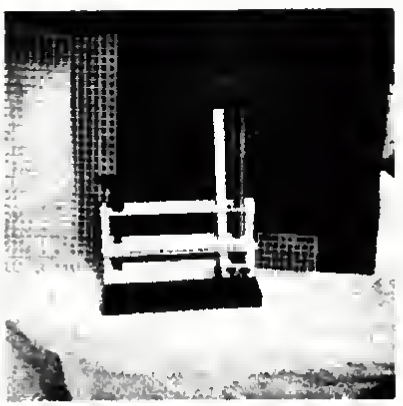
Bill Westervmlt writes to inform ue of the founding of the Marylend Chepter of S.I.B.A.A. end if thet weren't enough to keep him busy, he hee just finished two reetoratione for the Smitheonien. Along with three speaking engagements to senior citizen groupe in the laet nine months.Plus one how to demonetretion,with two more up comming. five membere to etart? I wouldn't call that shabby,bill. It's hard ,what with peoples work schedules,dietancee,lack of transportetion,etc.We had the same baeic problems with the Long Ielend Chepter. We do however wieh you great euccese and luck.

And Herb Manley I haven't forgotten you.I will get your helpfull tip in the next issue.Also those photoe,when you send them beck. Herb, you didn't sey whether you wanted those etraws back or not? Meybe the kids need them for there school lunch boxes ????? Let me Know.

FROM THE MEMBERS

Member Finley Teylor hae written to both Jack and Don propoeing e reetructuring of S.I.B.A.A into geographicel "dietricte" to which members in thoee dietricte would belong and report to there district leeders,all of there ectivities.He believes that thie will improve member particpetion and increase material for The Bottle Shipwright.Although he has not yet come up with a detailed plen, geographical dietricts end dietrict leeders do have some interesting connotations. The purpose would be to increaee contect emong membere by heving meetinge and from these to feed input to the editor of Bottle Shipwright. To this end,Finley copied ell of the member names lieted on the Merch 1989 roeter end eorted them into geographic areee. I have seen e copy of this list,and suffice it to say the aree that I fall into, extende from Maryland down the eaet coast to Floride. And it appeare to be one of the emaller ones.Another good use for thie list would be to find neerby members who would like to displey models in local public placee,such ae libreries.Ralph Preeton, perheps you would like to field this one. At any rate, Jack,Don and I would like to get some real member input on thie issue.And since it concerns ell of you members,it'e time to put pencil to paper end let us know your feelinge on the subject.
Finley would also like to see an article on "pulling a vecuum in a bottle. " Gil Cherbonneau, thie ie your area of expertese, how ebout one from you??????. Or maybe George Pinter would like to take a crack at it?????.

Magezine slipcase:mede from empty detergent 42-oz. boxee, covered with wrepping peper or "Contect" paper could be ueed. From Teddy Taylor.



Tool rack: made from fluoreecent ceiling light fixture greting Also known ae "weffle boerd" .Will accommodate pencils,files,rulere, drill bite, etc. for kitchen teble modeler. --Teddy Taylor

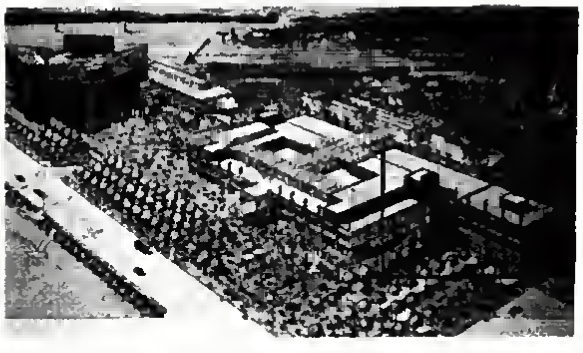
REPORT--
FROM THE JAPANESE SHIPS-iN-BOTTLES ASSOCIATION--Juzo Okada, Editor.

Let me tell about myself and our Association.
I'am 61 years of age.My family consists of my wife Tamako and two married daughters. I began to build S.I.B's in 1976. I was taught in the traditional Japenese method, by a friend of mine.I organized the Japanees Ship Bottlers Assoc. in 1978 and was inaugurated ee the president.In 1981 I published the first Ship Bottlers, and have been the editor ever since. We now have a membership of about 250.

The news from here ie that Oeaka city has been re-developing its water front since five years ago, and building an amusement resort.The municipel authoritiee had a plan to eat up e little S.I.B. Museum,and asked me to cooperete with them.They founded " Osaka Water-Front Oeveloping Co.Ltd." to manage the resort two years ago.The company offered us all the equipment for the museum, with our association running the museum, and two service ladies for vieitore.Thie resort has been named " Tenpohzan Harbor Village" by the Mayor of Osaka. Tenpohzan is tbe name of a little hill in Osake Harbor. They are building the largest aquarium in Jepan,its support building, a large market building and a festival pleza. Our Mini-Museum is setting up in the support building, with an American style " Museum Shop" . Although spece ie limited, we will make it an active Mini-Museum, and I will make it an information and technical center for all Ship Bottlers.I"am considering setting up the exhibiting boothes as followe.

(1) Japanese old works and materiels. (6)Wa-san Japanese old
(2) Weetern modern ship models.(Iron). ehip models.
(3) Western antique ship modele.(wooden) (7) Miniature works.
(4) Treining tall ship models of many countries.(8) Scenic
(5) Moving ship models (worked by electricity). model worke.
(9) Japanese traditional decorative ship models.
(10) Overeeee works.

Each booth (1-9) will display 8-12 of the newest and finest works by our members and outsiders. And those from my collection. I think I will have to renew these exhibitions (works) every 6 months, as you know our art is ever progressing.The display of overseas models in the 10th bootb will be from my collection also for the firet 6 months. My best regards to your family and your members.



Yours sincerely,
Juzo Okada

Traditional Japanese Fishing Boat.
"UTASEBUNE"--Water is transparent reain,Oil paints were used on back and bottom of bottle. Made by Juzo Okada.

Ancient Japaneae boat
"NAMIHAYA"
A clay image of this boat was excavated from an ancient tomb in the auburbs of Osaka.It was restored with a large tree imported from the U.S. Named by the Mayor "NAMIHAYA" meana ancient Osaka. Model by Juzo Okada.
"the boat waa a aimple structure to make,oil paints were used to paint the picture in-aide the bottle.I alao made the crew"

"KENMINSHI-SEN"---1400 years ago the emperor aent 45 such boats on a misaion to China. Only 20 boats came back. Model by Juzo Okada.

WATER FOR SHIPS IN BOTTLES

BY DON PEARSON.

Materiale;

Epoxy putty.

1. Abbaon Cal. Inc.
   123-601 F Gray Ave.
   Santa Barber, Ca, 93101.
   Daacription; AB-123 Epoxy Putty.
   Cat.# AB-123
   Approx. Coet $5.50 per pound.
   Working time, Approx. 45 to 60 minutas.
   Will accept colora.
2. Abatron. Inc.
   141 Center Driva.
   Gilberts, Il. 60136 Phone. 312-426-2200
   Description; Aboweld 8212-4 Epoxy Syatem
   1 Pint Aboweld 8212-4 Rasin
   1 Pint Abocure 8212-4 Converter
   Approx. Coet $31.00 for 1 pint of each of above. Working tima. Approx.40 to 50 minutes.Will accapt colors.

Coloring for water.

1. Dark blua diepereion ueed for mixing with plaetics.Can be purchaeed from any good fiber glass or plaetica supply company.Comae in a 3 pound can. Cost Approx. $10.00
2. Oil baea tinting colore that can be purchaaad from any good paint atora.Colors you will naad,dark grean,blue dark and light, black, yellow and white.

Glaze for giving water tha wat look.

1. Floquil Crystal Cote #CBBA-110004 worka wall and can be purchaead at any good hobby etora.

Toole and Equipment you will need for process;

1. Plate glass for mixing putty on. Siza Approx. ¼"thick x12x12"
2. Double backed maaking tapa-to hold glase to tabla.
3. Tubee of tinting colore aa noted above.
4. Mixing atick.(tongua depreesors work well.
5. 3or4 ounce waxed cups (2) graduated-for meaeuring apoxy componente.
6. Pair of heavy duty rubber gloves for final blanding of epoxy with tha coloring added.
7. Acetone for cleaning inaide of bottle if needed.
8. Special tool that holde gue-tip for claaning
9. About 10 .torn off ehaata of paper tovel, ready for quick uee.
10. One hour timaa.
11. Hand brush for cleaning hande if needed
12. Liquid hand eoap " " " "
13. Felt tip pen for marking waterlina in bottle, Mount on wood block.
14. Small bag of # 6 staal shot(orB.B'e) for determining volume of the bottle for epoxy requirements.
15. Meaauring tube or cup to maasura ehot for volume.
16. Regular masking tapa for covering inside nack of bottle to keep claan
17. Que-tip(cardboard etam) about 5 cut in ½ to clean I.D.of bottle.
18. Toole for inserting rollad up balla of epoxy into bottle.
19. Toole for pressing epread out epoxy into wavae.
20. Toola for painting wavee and applying glaze.(old paint bruah eecured to a long handle.

procedure for making water

1. Mount completed ship-in-bottle on the ship stand with the ship in place on top of the insert inside the bottle. At this point the water is the only thing left to be done to finish the model, except the corking and some cleaning up. Secure the bottle in a level position so it will not twist, move, or shoot out of your hands. This is especially important when you are inserting the water. A leather strap or some good tape will work well.
2. Using a convenient tube, slowly pour the steel shot (B.B's) into and through the neck of the bottle. Be careful not to disturb the ship inside. Fill to the waterline of the ship then add about 1/16" more.
3. Using the pen and block of wood, mark the waterline around the bottle. This will be used later when filling with epoxy.
4. Loosen bottle so you can pour out the steel shot into a beaker or measuring unit to check volume. (I made a graduated tube form clear acrylic. 1" inside diameter and bonded it to a base of acrylic. Measure and mark off .64" and 1.28" up the side of the tube. 1.28" with a 1" inside diameter equals 1 cubic inch. Make a tube that suits your needs). What ever the total volume is in the tube or what ever you use, cut in half. That will be the amount that you will fill each of the two waxed measuring cups with. One cup will contain the resin and one the converter, as equal parts of each are used.
5. When completed pour the shot back into it's container so you don't spill it. It makes a mess and is hard to pick up.
6. Note amounts and set aside for now.
7. Resecure the ship in the previous position, as it was in when using the steel shot. Also, at this time cover the I.D. of the neck of the bottle with tape to keep clean.
8. Fill one cup with resin.
9. Fill the other with converter and set aside.
10. Mount glass plate to work bench using double back tape, wipe clean.
11. Position all tools you will need within reach.
12. Start mixing your colors;
    a. Put on rubber gloves.
    b. Start with blue first, then add green, black etc. to the desired color water you want. (deep blue for ocean, lighter blue for inshore, etc.) Mix for about a minute or so.
    c. Take either of the filled cups and mix in the color. You might find this hard. If so, remove and use the glass plate for mixing. Be sure to blend and mix well.
    d. Set timer for 40 minutes.
    e. Now mix in the other remaining cup with the colored material. Again, blend well together, squeeze, roll into long pieces, twist or braid together and keep this up until completely blended. remember you are on a count down from here as the epoxy is working.
    f. When mixed, take small pieces and roll into small balls that you will use to insert into the bottle. (about the size of mothballs). You might want to go smaller. Depends on the size ship you are working on. You are now ready to insert into the bottle.
13. Pick up the ball of epoxy with your insertion tool and start in the back rear corner, towards the back of the bottle. Lay in two or three pieces, then flatten out with your flattening or wave tool. Fill in the back side first as this is the hardest and requires the most leverage to flatten.

(con't from pg.18) **procedure for making water**

14. Work your way forward,gradually filling in arount and under the ehip and insert. (be careful under the bowsprit if you have one on your model.).
15. Once the epoxy is leveled out and ie even with the marked up water-line, start making the waves with the wave making tool.(etart in the backeide of the bottle).
16. If for any reason you get epoxy on the inside of the bottle.Clean it off as fast as poesible.Take the tool that holds the cutoff que-tip,dampen with acetone and brush off.You might need 2 or 3 pieces to clean.Finish with a dry one.
17. When the waves are done and you feel that there ie no more forming to be done on the water,etart your clean up.
18. Check your time for future reference.
19. You can use a good thinner or solvent to clean up the mese from the paint.It does clean up but you might need some elbow-power.
20. Cleaned up you are ready for putting on the white caps and touching up for effect,where the water is churning.
21. Use a small paint brush with the white and touch lightly in the areae where you want white to show.Thon use another paint brush (dry) and blend the white around to euit.
22. When done painting,remove the tape that was on the inside of the bottle neck.Check for any paint spille or smears inside the bottle and clean up as required. See note #16.!!
23. Let the bottle air dry for a day or two.
24. Apply glaze if you want the wet look on the water.
25. Let glaze dry for about a week or eo with the bottle open.
26. Again check for epote inside and out,clean.
27. Seal bottle using your favorite method.
28. Sit back and admire your work.
29. Start planning your next ship-in-a-bottle!!!!!

Note--This is the baeic method that I find worke for me. I still try variatione to this,but it is a good starting point. I would however, suggest that you practice with the epoxy before you try it on a real model.There are some thinge you have to try by trial and error ,to suit your needs.
I have also found that epoxy's eometime vary from one batch to the next,and that one time it might be more tacky then the last.
I find that it is also important to have everything in place and ready before you start.And once you have worked with paint and epoxy you will know what I mean.
The two materials noted have proven succeseful. They harden to a rock hard coneietency and are very stable, with no noticable expaneion or growth in size.
Until something better comes along I will use the epoxy.

Don Pearson.

éditor's note-- Don was kind enough to send along a diagram describing hie method for calculating epoxy volume,and it shows how he built his tool.
it can be found on page 21 in this issue.

FROM THE EDITOR----------Ray Handwerker

5075 freeport drive
springhill, fl. 34606

Let me begin by thenking all of you who wrote to say, " well Done ", on my first ever attempt at editing a publication of any kind.The credit for my succese ?? belonge to both Don Hubbard and Alex Bellinger. My only contributions, were to add some ideas and peraonal touches, to what they hed alresdy built.So thank both of you for laying the great foundations that you did.I would elso like to thank all of you who sent in articles, poems,cartoons, and picturee. You heve made the job a little easier, by your input. Without it there would be no Bottle Shipwright. Two thoughts come to mind. First, if you don't see your"stuff" in the issue that comes out after you sent it in, it waen't thrown out, keep looking, it should show up an a future iesue. And eecond, if you send in picturea (black and white please) please take the time to mark them on the back, as to what ship,(scene) (type of ahip) type (size) of bottle, who built it, (if it wasn't you). Now---- Enough said.

Lete refill those bottles!!!!!

WELCOME ABOARD NEW MEMBERS.

Guy DeMarco-,P.O.Box 224, West Hempstead, N.Y. 11552.
Marcus R. Drabble-, 15 Tynedale Rd. RR# 4, Barrie,ON L4M-4S6,Canada.
Nelaon Heddle-,33 Nurnside Ave, Staten Island, N.Y. 10302.
Cynthia Nichter-,46 Yele Place, Buffalo, N.Y. 14210.
Peter J. McMerrin-, 35 Hadfield Ave. Bueselton,Western Australia 6280.
Donald Pinneau-,295 Northumberland St.Apt.64,Summeraide,P.I.E., C1N-3W3, Canada.
Edward Sandfort-, 8 Sixpence Court, Huntington,N.Y. 11743.
Morrie Winer-, 3 Denmark Crescent,Willowdale,Ontario,Canada,M2R IJ3
Theodore Wirth-, 9 Best View Rd. Quaker Hill, Ct. 06375.

ADDRESS CHANGES.

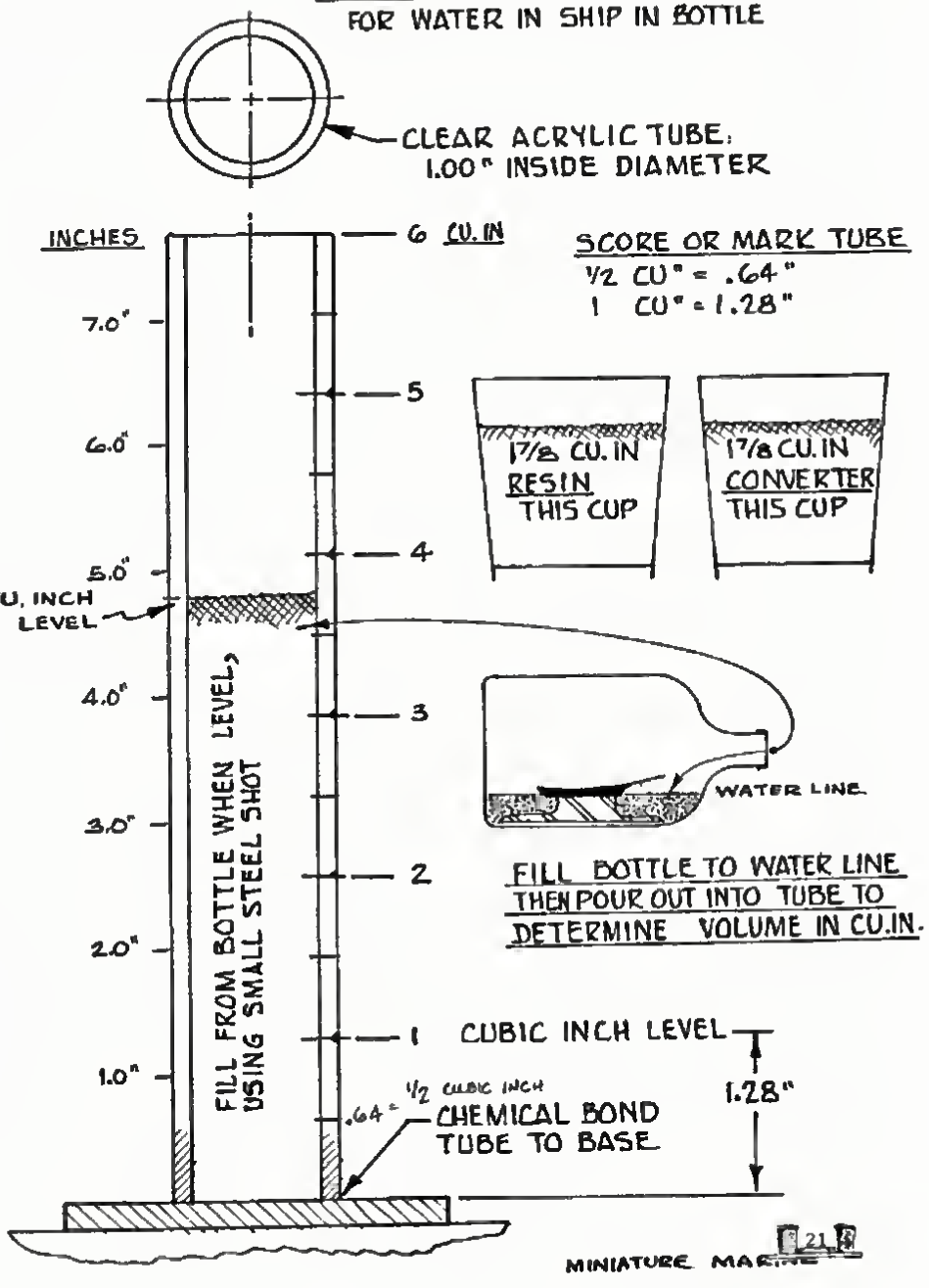
C.L.Bradley-, 105 Cypreea Ave. Morton, Il. 61550
Don Pineau-, 120 Gillespie Ave. Wilmot,P.I.E. C1N-4P5 Canada.
Gee Don that waa quick.!
Geoff Smith-, Bueselton,Western Australia 6280.
Goeff- I have a feeling there should be a street with that addrese. if so pleeae let me or Don Nubbard know.

You can bottle small ships if you choose.
There's certainly nothing to lose.
But there *is* one small hitch,
You'll never get rich,
Like the guy who is bottling booze!
Don Hubbard 2/90

-----From Poul Bertelsen ---------
Odense, Denmark.

Laet Minute Change-Thomae A.Richard-11871 Meaia Ct.S.Jacksonville Fl. 32223.

CALCULATING EPOXY VOLUME...
FOR WATER IN SHIP IN BOTTLE



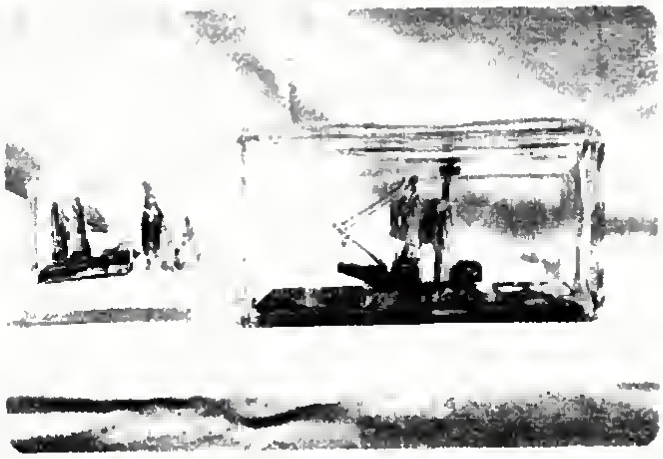
"TAISEI MARU" Tokyo Nautical College's Training Ship. Sank 1945 off Kobe, Struck Mine. Model by Hideo Fukube--Australia.

" How IT'S DONE" Model by David Danny (Danny Drydock & Ship-building Co.) Yep! that's how it's done.

A GREAT OPPORTUNITY FOR MEMBERS-from Jack Hinkley,

Juzo Okada, newly appointed Curator of the Battleship Mini-Museum opening July 22, 1990 in the "Tenpohzan Harbor Village"in Osaka, Japan. Will have among the display's a section for"Overseas Works" and herein lies the opportunity for our members.Juzo has asked for help in finding models for his "Overseas Works" display, and as he has no funds to purchase them, he is suggesting that perhaps some of our members would be interested in trading with members of the Japanese Association.Juzo is asking his veteran builders to build traditional Japaneas ships,which would be exchanged for models by our members.For what Juzo calls "foreign fine masterpieces" He.

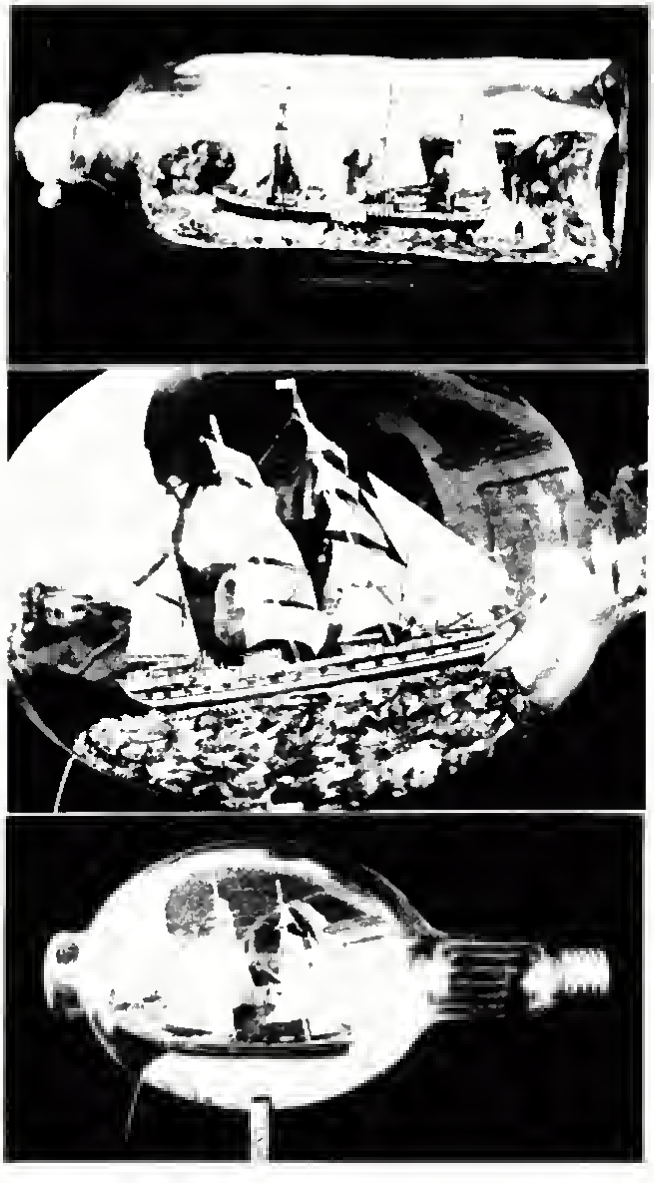
(con't pg.23.)



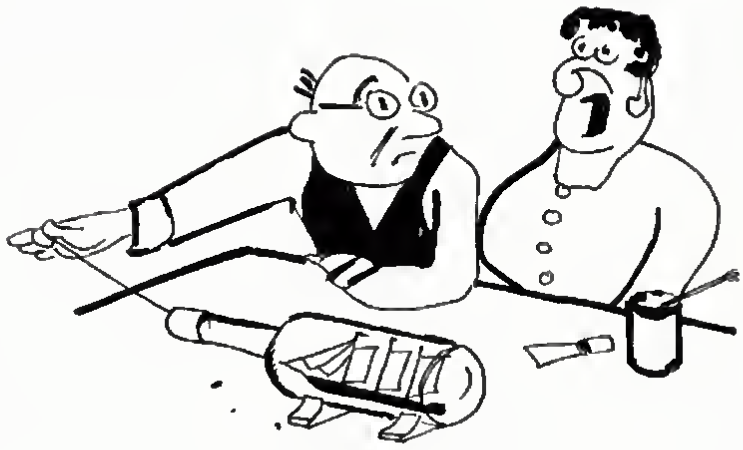
Another fine (un-titled) work by David Denny.Note smaller ship inside glass stopper.(That bottle looks familiar dave.)

"Moby Dick" by Ray. Handwerker (me) in a Rock& Rye Bottle. Yeh!! Guy I'am still using wide mouth jars. Na-Na.

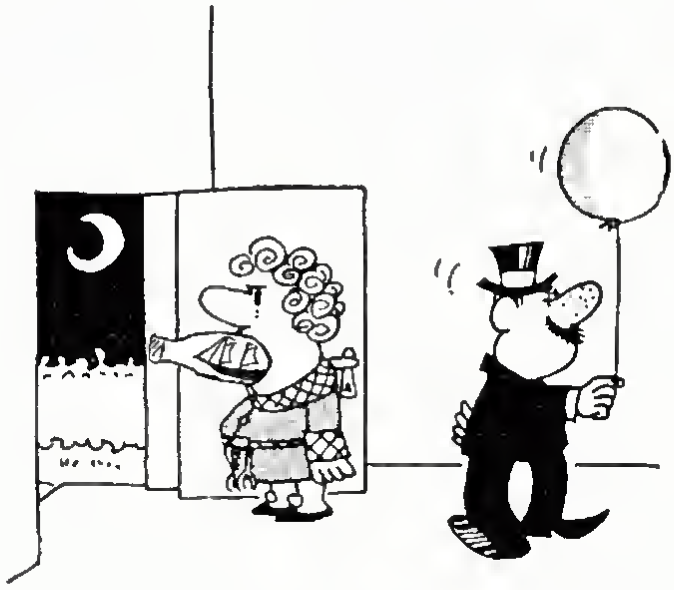
(con't from pg.22 Opportunity)
would offer Japanese masterpieces, The " SENGOKU-BUNE" OR The " TAKARA-BUNE ". And as I have both models, I can attest to the superior workmanship and in the case of "Takara-bune" Its breath-taking beauty.This is an excellent opportunity to have on of your models on display in a museum and to have in your collection a superior model from Japan. If you are interested, please drop me a note and I will see how Juzo wants to handle it. Nail to; Jack Hinkley . 403 Amherst Ave. Coropolis Pa. 15108.



"Alex" you forgot to mark these fine works. Whoever is responsible for thase drop me a line for credit in tha next issus. (ed)



I WANT THAT BOTTLE BACK. THERE IS STILL A DEPOSIT ON IT!



HOME FROM THE SIBAA CONFERENCE.

Both Parker Leney of Welland, Ontario, Canada, and Bob "Red" Alexander of Castro Valley, California, were the subjects of newspaper articles about themselves and their dedication to the bottled ship and ship modeling. The accompanying photos and captions say it all. Congratulations guys!

Photo by Kevin Hatte

"How did you get that big ship through that little hole, Mr. Leney?"

Mary F. Calvert — staff photo

Robert Alexander works in a room filled with ships of all shapes and sizes in Castro Valley